

niagara frontier

corvair club

VOLUME 51, NUMBER 10

Oct, 2023

Formed By And For Those Who Still Appreciate The CORVAIR Automobile

*** Celebrating our 50th anniversary 1973 - 2023 ***



Luke Gworek brought the 69 to the cruise, next generation is making its presence known.



The Elderwood cruise on Grand Island had a few NFCC members show up. Food was available, basket raffle, and plenty of music. First 25 Participants got a dash plaque and T-shirt.



DUES

Club Membership - \$10.00 per year for e-mail newsletter. Dues may be paid at monthly meeting or by mailing to:

Dick Dahmer 53 Melberry Trail, Orchard Park, NY 14127 Membership year runs from July 1 to June 30.

-----Membership APPLICATION-----

NIAGARA FRONTIER CORVAIR CLUB

NAME _____ CORSA Member? Yes/No _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ E-MAIL ADDRESS _____

DATE _____

MAKE CHECKS PAYABLE TO: NIAGARA FRONTIER CORVAIR CLUB

Niagara Frontier Corvair Club
C/O Gary Swiatowy
7838 Chestnut Ridge Road,
Gasport, NY 14067

-----ESTABLISHED 1973-----

A Chartered Chapter of the Corvair Society of America

President	Pat Murphy	(716) 861-8749
Vice President	Gary Swiatowy	(716) 716-439-5194
Secretary	John Dawley/volunteer fill in	(716) 832-8551
Treasurer	Dick Dahmer	(716) 480-7713
Membership	Dick Dahmer	(716) 480-7713

Club Membership - \$10.00 per year e-mail newsletter, . Dues may be paid at monthly meeting or by mailing: to the Club address above .
Membership year runs from July 1 to June 30.

NFCC Events and more!

NFCC MEETING SCHEDULE

NFCC Meeting Wednesday October 25th, 7:00 PM
at the First Trinity Lutheran Church 1570 Niagara
Falls Boulevard Tonawanda If anyone is interested
in meeting for dinner at 5:30 PM before the
meeting. Buffalo Wild Wings on Niagara Falls
Boulevard. Anyone interested please let me know
ahead of time so I know how big a table to get.

In case you don't know. There are newsletter options.
Your membership includes our monthly NFCC newsletter,
but you also have the option to receive several other clubs
newsletters as well. This could be 10 or more additional
Corvair club newsletters from across the country, filled with
cars for sale, tech tips and more. Most of you already receive
the additional newsletters, If you are not receiving them, and
want them you have to let me know by e-mail, If you are
receiving them and do not want them, you have to let me
know that as well by e-mail. gswiatowy@rochester.rr.com



From the editor.....

In September four of us met at Buffalo Wild
Wings on the Boulevard for a pre-meeting
dinner. Had a great meal at a reasonable price,
and a lot of car conversation.
Consider joining us on October 25th at Wild
Wings for a repeat at 5:30 PM. Please email me
if you plan on attending so I know how big a
table to grab. Hope to see you there!
Gary Swiatowy gswiatowy@rochester.rr.com

This day in Corvair history...October 7, 1960, was the introduction date of the 1961 Corvair. Now in its second year of production, there were several additions to the 1961 model line and body styles to suit anyone's desire for these air-cooled wonders. They included:

Standard series 500 coupe and sedan
 Deluxe series 700 coupe and sedan
 New Monza series 900 sedan and coupe
 Two new Lakewood station wagons (both 4 door 500 & 700 series)
 New line of forward control (FC) trucks, vans, and sportswagons called the 95 and Greenbrier series plus three delivery type vehicles called the Loadside, Rampside, and Corvan.



Although the 1960 Corvair car was a beautiful design when it first hit the scene (and other car companies took design cues for it on their own cars); GM felt that the front end panel needed to have a "stronger" look and decided to go from a concave to a convex appearance. GM Assistant Chief Designer, Paul Deesen, is credited for giving the 1961 Corvair its updated facelift. Paul told me that they took a 1960 production Corvair passenger car and added the front end design features to it. Prior to working on this car, Paul relayed a funny story of taking this car to the bank on his lunch hour one day and had seven other guys from GM Styling join him. Wow! Imagine, eight adult men in a Corvair! Once they got to the bank, they quickly discovered that they couldn't open the doors to get out! Folks outside were getting a kick out of these guys trying to push and kick their way out with having one guy laying on top of the others kicking his way out. They eventually got out and it made for a good memory among the group.

Paul also created a design for a '61 Corvair hub cap. When he applied for the federal trademark for this wheel cover, the U.S. Patent Office wasn't familiar with the Corvair and thinking it was a spelling error submitted it as a Corvette! They never changed the paperwork (I've included a copy of that trademark in this post).

Other changes for the 1961 Corvair included a thin trim bar and new front nameplate instead of the pronounced winged emblem easily recognized on the 1960 Corvair. There was also an increase in displacement going from 140 cu.in. to 145 cu.in. and the Super Turbo air engine horsepower went up to 98hp. Also in 1961 was the introduction of manual chokes, availability of a 4 speed manual transmission as an RPO (regular production option) on all models, the spare tire was moved from the trunk to the rear engine compartment, and intro of the option of a direct air heater (in addition to the gas heater). There were now new emblems on the front, rear and side of the vehicle which included a new Monza 900 crest on the lower sides of the front fenders. In the Spring of 1961, air conditioning was introduced to the Corvair passenger car line (except wagons and FC's) making

it the first factory installed air conditioner in the compact car field. There were only 2,798 Corvairs that had factory built air in 1961.

U.S. Production numbers for 1961 totaled 282,075 passenger cars (of which 143,690 were Monzas) and 47,557 trucks.

See breakdown below:

500 Coupe.....	16,857
500 Sedan.....	18,752
Lakewood 500.....	5,591
700 Coupe.....	24,786
700 Sedan.....	51,948
Lakewood 700.....	20,451
Monza Coupe.....	109,945
Monza Sedan.....	33,745
Greenbrier.....	18,489
95 Corvan.....	15,806
95 Loadside.....	2,475
95 Rampside.....	10,787

United States Patent Office

Des. 192,418
 Patented Mar. 20, 1962

192,418

WHEEL COVER

Paul H. Deesen, Lake Orion, Mich., assignor to General Motors Corporation, Detroit, Mich., a corporation of Delaware

Filed Feb. 6, 1961, Ser. No. 63,846

Term of patent 7 years

(Cl. D14-30)

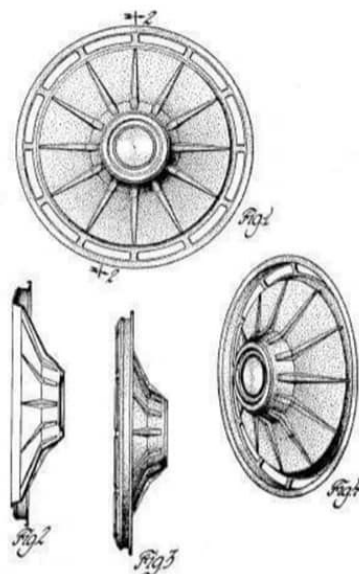


FIGURE 1 is a front elevational view of a wheel cover showing my new design;

FIGURE 2 is a sectional view taken generally along the plane indicated by line 2-2 of FIGURE 1;

FIGURE 3 is a side elevational view, and

FIGURE 4 is a perspective view.

I claim:

The ornamental design for a wheel cover, substantially as shown.

References Cited in the file of this patent

Motor Life, September 1956, page 40, Firebird II, page 41, LeSabre.
 Corvette Brochure, rec'd Jan. 16, 1959, page 1, wheel cover on Corvette.

Happy 62nd Anniversary to the 1961 Corvair introduction. If anyone has a 1961 Corvair, please post a photo of it in our comment section below.

Paul Deesen Fun Facts: Paul was Vairy involved in contributions to the design of the Chevrolet Corvair. In addition to his work on creating the new 1961 Corvair facelift and wheel cover, he is also credited for designing side emblems for the 1960-63 Corvairs, and had input on the 1962 rear end design. What most don't know is that Paul is credited for the side design of the 1962 Corvair Monza GT concept car. Larry Shinoda (mainly) and Tony Lapine are

historically noted as the designers of this concept car, but when Bill Mitchell saw the second design sketch from Larry, he didn't like the side profile. Paul was working in the Buick Studio at the time and was given a mechanical pencil drawing of a rear engine car. He immediately recognized that this was a Corvair. Paul put some sketches together and Bill Mitchell loved what he saw and commissioned him to make a 20 foot drawing of that car in Studio X, Mitchell wanted to show off the drawing to Phil Hill (who was the current world champion race car driver at the time). Wanting to surprise Mitchell and Hill, they had Hill's image placed in the driver seat of the 20 foot drawing. Needless to say, Phil Hill was pleasantly surprised and Bill Mitchell loved what he saw and immediately ordered that the car be made with Paul's new side design (in addition to what Larry had created for the front and rear). Paul liked to joke and tell people that the Corvair Monza GT car was created in the Buick studio. I had Paul share his Corvair stories at my Meet the Makers of the Chevrolet Corvair event in 2015, and in August of 2017, I invited Paul to share his Monza GT concept stories at the GM Heritage Center while he sat in front of the car on display. I will be posting those videos in the future. Sadly, Paul passed away a couple months after his appearance at the GM Heritage Center, but we are fortunate to have his stories documented, and the film footage and photos will be donated to the GM Archives and National Corvair Museum for future generations of Corvair enthusiasts to enjoy.

By: Eva "Corvair Lady" McGuire

Creator, Meet the Makers of the Chevrolet Corvair
Historian/Publicist & GM Liaison
Corvair Preservation Foundation & National Corvair Museum



October 2nd was "Drive Your Corvair Day", I drove mine, (or at least one of them), Did you drive yours? I posted this question on our FB page and only got one reply from Ricky Cousineau.



One of this year's projects was installing the new Clark's upholstery in the 63 Greenbrier. Original floor mat looks pretty good for 60 years old, after a good scrubbing.



Sears Robuck seat belts are all scrubbed and re-installed, and rear seat mounts are all cleaned and painted.



Fresh upholstery returning from Dave's Trim Shop in Lockport. After spending that much on the seat covers, why risk me screwing up on the installation. Besides, Dave's had foam etc. as needed.





I didn't realize how much the cushioning effect of the 60 year old foam had gone away until sitting on these. Vast improvement!



And to top it off, finally have a table between the 2 rear seats. Got it done just in time to make it to the final cruise at the Wurlitzer, and now into storage until spring.



Turbos For The People: 1962 Corvair Monza Spyder



When Chevrolet introduced turbocharging on the 1962 Corvair Monza Spyder, it was an important innovation, & a surprisingly affordable one, too.

<https://www.macsmotorcitygarage.com/turbos-for-the-people-1962-corvair-monza-spyder/?fbclid=IwAR2rCQ7k9c62eXGoNocYBrRgBQu37l0qh16TfnV4ZDvktA9Ra2aHTMPocdQ>



Sept 27th Meeting Minutes

Persons in attendance:

This meeting was held at Trinity Lutheran Church. Those in attendance were:

John Dawley Gary Swiatowy

Tom Lynch Tom Koprevich

Dick Dahmer Angelo Rizzo

Treasurers / Membership Report:

Dick Dahmer read off the Treasury status. It was approved by all. At this time there are 29 paid and 2 honorary members.

Old Business:

Grant's Toy Farm

John Dawley gave a quick run down of our road trip to the Toy Farm. The location is truly impressive with 3 barns full of farm and especially John Deere models / memorabilia.

Corsa Insurance Policy

Gary Swiatowy contacted Corsa and obtained an updated insurance policy for meetings at the Church.

New Business:

Meeting Location

Our next meeting on 10/26 will again be at the Church and starting at 7:00pm.

Church Donation

A check was written for \$50 which will be delivered to the office during the next week.

Clark's gift certificates

Our \$10.00 Clark gift certificate was awarded after a drawing from a deck of cards. Tom Koprevich was the lucky recipient.

I hope everyone has had a good month and I am looking forward to seeing you this spring after my return from AZ.

John Dawley

+++++



Grant's Toy Farm road trip. Oh, oh Ruby needs a little air..



Thanks to John Dawley for setting up the road trip to Grants Toy Farm and leading the drive out there. I'm sorry I was not able to make it myself.....gary



Sigh!

Time to put the cars away for their long winters nap.

Just a couple thoughts on winter storage.....

I use "Bounce" dryer sheets to keep the critters out.

Generic sheets don't work. Better than moth balls, and without the lingering scent. Interior, trunk, and motor compartment.

Disconnect the battery, I don't use a battery tender, if the battery is good, it will be fine come spring time. I did have to replace a battery this spring after winter storage. But it was a 10 year old NAPA battery. It was overdue for replacement.

Sheets of plastic under the car. Acts as a moisture barrier and catches drips.

Do not jack up the car to take the weight off tires. That exposes the shafts of the shock absorbers which may rust. Tires will be fine come spring.

If you can, clean the car before storage, especially if using a cover. Interior as well.

Fill the tank, more gas means less condensation.

Fuel stabilizer? I don't use it, never had a problem with 6 months storage, but if you do, Stabil is the most popular brand.....but. The red Stabil does not have additives to stabilize ethanol in gas. The blue Stabil does. But the blue is more expensive. If you have been using ethanol free gas, should not need it. Longer term storage on the other hand, you should.

Moisture? I tried using those DampRid refillable moisture absorbent cans. Also tried the hanging bags. Ended up with a full bag of water come spring. They absorb a lot of moisture inside the car fast. Charcoal bricks on a fire tin work as well, and can be dried out in the sun later.

Just my opinion, I'm sure you have your own ritual to preserve your cars.....Gary



Send pictures of any winter projects!